

REFORM PRISONS IN PHILIPPINES

Dr. Waller Dade Says Men Are Schooled for Life Work While Confined.

EDUCATION, NOT PUNISHMENT

Penal Colonies Are Self-Governed and First Class Prisoners May Live With Their Families on Big Model Farm at Iwahig.

New York.—Dr. Waller H. Dade, director of the bureau of prisons in the Philippines, was in this city recently on his way to attend the American Prison congress which was held in Buffalo. He has under his jurisdiction the Bilbid prison, at which many of the methods of prison reform put into operation by Warden Thomas Mott Osborne of Sing Sing prison are in successful operation; where the prisoner-police are armed and where the honor system is highly developed. Besides, he has charge of the great Iwahig penal colony, where the prisoners follow agricultural pursuits under government patronage, and where they live with their wives, in their own houses and raise and educate their children and where many elect to remain even after the term of their imprisonment has expired.

Doctor Dade left the Philippines on July 2 and came to San Francisco on the United States transport Buford. Before he left Bilbid the prisoners turned out to wish him goodspeed, the prison band serenaded him and the men in the workshops presented him with two carved silver-topped canes and a gold watch and chain.

Prison Well Located.
"Through the bureau of prisons the government has established a uniform method of dealing with all the prisons in the Philippines," he said. "All are controlled through headquarters at Bilbid. The great prison colony at Iwahig is ideally situated at Palawan, seven miles up the Iwahig river. Here we have 1,400 colonists located on 100,000 acres. The colony is self-sup-



This is a picture of the new army aeroplane model just completed by the Curtis company. It is remarkable in that it has no exposed wiring and is designed so as to offer the least resistance to the atmosphere. In official tests the machine attained a speed of 119 miles an hour. After some small changes have been made, it is expected the plane will be able to travel at 125 miles an hour and rise to a height of more than a mile in about ten minutes.

porting, and to assist the efforts of the prisoners, or colonists, the government has set aside a strip of shore, and for three miles off shore only the colonists are permitted to fish. The main object of the prison system is educational, and we strive always to fit the men for life outside prison walls. Indeed, every prisoner with more than a year to serve must learn a trade, and in the selection of it we are guided first by the wishes of the men and then by what their life on the outside has fitted them for. It must be understood that the people there do not view going to prison as we do here.

Prisoners Go by Ranks.
"The prisoners have to earn the right to go to the colony and most of them are spurred on by this ambition. A first-class prisoner in Bilbid becomes a fourth-class prisoner in Iwahig, which means that, having won the right to enter the colony, he must then earn the right to first rank in the colony. After a year he may send for his family, or if single he may marry. Should he elect to follow agricultural pursuits he receives twelve and a half acres to cultivate. The government furnishes him with one work animal, the necessary implements and seeds, builds him a house in which to live, and assigns an instructor to teach him. Also he can deal at the co-operative store. The only condition imposed is that he must share with the Government half and half until it is reimbursed for the goods furnished to him. The officials see that he has a market for his produce. There, on his own farm, he can settle down to self-respecting work and his children have opportunity for education and to learn useful trades.

"The entire colony is managed by the colonists. They have their own court, their own police, and their own lighting and water systems. Indeed, it might be said that the colony enjoys every modern advantage. Those who do not take up land have other employment. They work in the power houses or in the workshops or in some other line of activity. We have a great plant there, and there is work for all."

Dr. Dade exhibited with pride some samples from the prison workshop, and he said that foreign houses maintain buyers in Manila especially to take the products of the prisoners.

U. S. TO HAVE GOOD FLYERS

War Department Finds This Nation Far Behind Europe's Military Aviation Efficiency.

Washington.—Plans for the development of military aviation under the army appropriation act have been worked out by the war department and are now being put in operation. The scope of the plans, as indicated by army officers, furnishes striking proof of a determination to approximate at least the efficiency of the famous French Aviation corps.

From 1911 until March 31, 1916, only \$900,000 was appropriated for aviation in the army. This amount does not include the purchase price of the first Wright machine, but represents annual appropriations of \$200,000 to \$250,000 for the entire service.

For the present fiscal year the war department has \$13,231,000 for aviation. In previous years there was no money or very little available for purchase of machines or development of motors. The development of military aeroplanes progressed slowly. The previous appropriations were expended in the training of officers for the service.

Under the new law the aviation corps is to have the following officers: One colonel, one lieutenant colonel, eight majors, 24 captains and 114 first lieutenants. With this staff of officers to direct the training of military aviators, to develop machines and to handle the administrative features, the United States takes a long stride forward.

Just as France has selected for her flying corps the men best adapted to this work, the United States now has a policy which is expected to put efficiency into the service. This policy is of voluntary service in the aviation section. No army officer can be detailed unless he has made formal application of his desire for this kind of work. In addition, the department requires of officers in the corps a college education or its equivalent.

The department has 15 machines and two hydroplanes at San Diego; 12 at Columbus, N. M., including a twin-engine tractor plane; four hydroplanes at Manila, two aeroplanes at San Antonio, four at Mineola, N. Y., and four at Chicago. There are now nearing completion 12 machines for a new squadron of flyers at San Diego and five new twin tractors.



One of the first and chief plans of the department is establishment of training schools for reserve officers. An appropriation of \$900,000 is made for this purpose. Schools have been established at Mineola, N. Y., Chicago and San Antonio, in addition to the school of the regular army at San Diego.

TEACHING THE HUGHES HOLD



Gen. Sir Sam Hughes, minister of militia of Canada, teaching to Canadian soldiers the "Hughes hold," by which a man's neck may be broken.

U. S. Best at Bomb Throwing.
Port Royal, S. C.—Americans are lately the best bomb and grenade throwers in the world and are capable of waging wonderful trench warfare in case of hostilities, say United States marine corps officers in charge of recruit training at this place.

"The average American youth early learns to throw a baseball with speed and accuracy, and it is because of that we as a nation are especially fitted to wage the modern war of the trenches. Baseball is encouraged at all our stations and the skill displayed by marines—even untrained recruits—in the bomb and grenade throwing practice is really remarkable," said Drill Sergeant Moore.

CURE DREAD 'T-B' IN STATE PRISON

Tennessee Has Taken Steps to Stop Consumption Spread Behind the Bars.

BEST OF CARE FOR PATIENTS

Formerly Penitentiary Sentence Was Death Sentence for Large Number of Men—Some Gave Plague to Those Outside.

Joliet, Ill.—Of the multiple curses of prison life tuberculosis has been considered far from the least. Convicts developed or contracted it during their term, and when discharged carried it out into the world with them.

It is the "hoary specter that haunts and contaminates the old-time cell-blocks common to many of our famous penal institutions," says the Joliet Prison Post of Illinois, which presents an example of the new order of things in the model hospital of the state prison of Tennessee. The article is summarized in the Literary Digest.

Since the first penitentiary was built in the latter state, more than a century ago, the writer informs us, thousands have died within the walls from tuberculosis, or if they survived, have transmitted the germs to their families and associates. Thus "innocent and guilty have suffered together, having battled feebly and futilely in their ignorance of the first principles of sanitation, and have died." Conditions gradually became so menacing that in 1915 the state legislature passed a bill appropriating \$10,000 for the erection of a tuberculosis prison hospital, and by this act the old system was wiped out.

Bad Times Past.
"The time was past when the sick and healthy were placed together within narrow cells. The time was past when a term of years in the state prison carried with it a sentence to almost certain death, to a fight against overwhelming odds with the inhumanity of a system that weakened the most robust; a system that prepared in a most subtle way the human body for the tentacles of the prison octopus—the great white plague. No longer was the state prison to remain a living death. Inmates of the state prisons were to be treated as human beings.

Ten acres were staked out. Ten acres adjoining the prison walls, but as far as possible from the clang of the entrance gates. Ten acres as far away as possible from the stone-flagged corridors of the main prison, but yet to be a part of it, for along the line of stakes another wall arose. There were no factories within the new inclosure, there were no concrete sidewalks that marked the path of the inmates from their steel-barred sleeping quarters to the doors of the manufacturing plants or to the stone steps of the dining halls.

"And in the middle of the lot arose the hospital building, constructed along the most approved lines of a modern hospital structure. Erected in the shape of a high 'H,' it was planned to give the inmates a maximum of fresh air, recognized as the most important weapon in the fight for the cure of the disease. There is nothing fancy or ornate about it. It is a brown-stained building in which everything is sacrificed for the comfort and welfare of the patients."

Everything Very Clean.

One's first impression of the place, the writer relates, is of the "spotlessness of everything." The walls are white, the floors, stained and waxed, are polished to the brilliancy of a mirror. There are separate quarters for white and negro patients, but they are exactly the same in appointment and the same quality is observed in food, treatment and attendance. Meals, which are said to be plentiful and varied, are served by white-coated waiters in a well-lighted dining room, "amid surroundings that suggest a well-appointed cafe instead of a mess-hall in a penal institution, all of which, though, is necessary under the approved system of fighting the plague." The article continues:

"During the day, unless reduced to the third grade, which necessitates the wearing of prison stripes, the patients are permitted to go anywhere within the confines of the walls, only being required to be back in the building at roll call at the supper hour. Their time is their own, and may be used as they see fit, in reading or card playing, or merely loafing.

"Over on the negroes' side of the inclosure a ballground has been laid off, and any morning or afternoon, when the weather permits, a ball game may be seen in progress. A guitar, a banjo and many decks of well-worn playing cards help in passing the time away until patients are well enough to take their turns at work on the prison farm.

"The 'T-B' patients, as they are called, are not permitted to remain idle after their condition improves so that they can work without injury. As the daily trips to the scale show improvement in weight, as their appetites return and as their general condition improves, they are sent to the farm for light work or put at some task inside the inclosure."

PUBLIC ROADS

KEEPING UP COUNTRY ROADS

Road Drag, Applied at Right Time and in Proper Manner Will Do the Trick Every Time.

That country roads can be kept during most of the year equal to or better than piked or macadam roads has been proved time and again. The road drag applied at the right time and in the right way will do the trick every time. Of course, the road must be properly drained and rounded up first. But demonstrations all over the country have shown that in most instances this can be done at a comparatively small cost.

The great need today is for the farmer to realize the value of good roads. The cost of poor roads to the farmer in dollars and cents has been figured out. Every rut and mud hole uses so much strength of the team and wears out the wagon so much sooner than if the road was good. The size of the load is limited by the piece of bad road or the hill which uses the strength of the team to the limit. A ten-mile haul may be limited by an eighth of a mile of bad road. A two-ton load may have to be reduced to one ton because of a single hill.

HIGH TEST OF CIVILIZATION

Man Is Road Maker and Progressiveness of Community May Be Gauged by Its Highways.

A man driving in the country came to a stone which had rolled into the road. He could have gone around the stone, but, instead of doing that, he stopped and got out and rolled the stone away; not for his own sake, for he never expected to pass along that road again, but for the sake of others who would come after him.

"That man," says the Farm and Fireside, which told the story, "responded to a high, very high test of civilization. He felt socially." Savages do not make roads; their paths follow the lines of least resistance and go around obstructions. Civilized man is a road maker, and the progressiveness of a community may be gauged by its roads. The higher the state of civilization the better the roads.

A man may be judged, too, by his attitude toward roads.

Good Roads Mean.

Better farmers and greater farm efficiency.
Larger production, cheaper distribution; hence cheaper commodities.
Purer milk and fresher vegetables.
More work accomplished and more time for pleasure.
More tourists and more money spent at home.
Less gasoline, less tire trouble, more comfort.
Better rural schools, better school attendance.
Better rural churches and better social conditions.
More attractive rural homes, and more boys staying on the farm.
Greater progress, better citizenship.
Who can doubt the urgency of an improvement that will tend toward these conditions?—S. E. Bradt.

ESTIMATE OF AVERAGE LOAD

In This Country It Is About 1,400 Pounds, While Over European Roads It Is 3,300 Pounds.

It is estimated that over our dirt roads, when level, the average load drawn by one horse is about 1,400 pounds and, when the roads are hilly, about 1,000 pounds. In France and Germany, with improved roads, the average load is about 3,300 pounds. Other estimates show that 5,000,000,000 tons of freight pass over the highways every year, with an average haul of less than ten miles. The average cost is 23 cents a ton a mile. On good roads the cost would not exceed eight cents a ton a mile.

The greater part of such freight consists of farm products and the unnecessary cost of transportation is not only lost to the farmer but added to the cost paid by the consumers.

Roads Are Not Fit.

The farmer is good enough and often rich enough to ride in an automobile whenever he wants to, but the roads are not fit to ride over much of the time.

Cultivation of Beans.
Be sure not to cultivate beans when they are wet. Such is likely to spread blight and anthracnose.

Good Road Is Cheapest.
A good country road costs less than doing without it.

WASHINGTON GOSSIP

Designing Great Field Howitzers for Our Army

WASHINGTON.—Army ordnance experts are at work on designs for huge field howitzers as large as or larger than the German 42-centimeter guns which wrecked Belgium and French forts early in the war. They will be at least 10-inch caliber, with a range of 12 to 15 miles, hurling a projectile weighing more than a ton and carrying a large amount of high explosive.

In addition to placing several of these mammoth weapons along the coast line for mobile defense against naval attack, army officials are now considering the creation of a special regiment, equipped with six howitzers, to work as a unit of the mobile army. The problem confronting the designers in that regard is to distribute the enormous weight of the gun and carriage in such a way that it can be moved over any good road.

That difficulty is a determining factor in heavy artillery designs. Around a few of the largest cities well-ballasted roads which would support the weight of the huge guns can be found, but even such a highway as the post road from Boston to New York, it is said, has many sections so lightly built that the great weight would crush through.

How Four Girls From Ohio Got Coveted Tickets

OUT in Cleveland, O., there are four young women who are telling how they saw the president deliver his railroad strike message to the joint session of congress. The day the senate and house met together there was the usual scramble for seats in the galleries.

This privilege is as valuable as a gold-bearing claim in the Rocky mountains. Each senator gets one ticket for the galleries; each representative gets one, and there are a few favored officials of congress who get from five to ten apiece. Upon this occasion there were the usual number of visitors in town, each one of whom believed fervently that all he had to do was to descend upon his representative or senator and ask for the gallery privilege and receive it. This might be true if the galleries held 10,000 people instead of 900.

The four young women from Cleveland, luckier than most visitors, received one ticket, to be parceled among the quartet. They were seated in the restaurant of the house of representatives at lunch planning to draw lots to see which one should take the prized ticket, and just as they had settled this point one of them shrieked aloud and jumped from her chair with a brand-new silk dress soaking with coffee.

At the same moment, Theodore Tiller, president of the National Press and veteran of the press gallery of the house, arose with confusion covering him from head to foot. He felt, he said, as if he was about to be hanged. Apologies dripped from him, and he resembled the last rose of summer and other sad spectacles.

There was no question about the dress being spoiled. Tiller had upset a large cup of coffee, and every bit of it had fallen into the young woman's lap.

Suddenly she said:
"Are you a member of congress?"
Mr. Tiller resented the accusation.
"Because if you are," continued the coffee-stained one, "if you would get us a ticket to the gallery today I would forgive you."
She said that Representative Gordon of Ohio had promised to get one for her, but that he had not shown up.

"Tickets are hard to get," said Tiller, "but I will see what I can do."
He then left the restaurant. In ten minutes Mr. Tiller appeared again with three gallery tickets. Where he got them no one knows, but the lady with the coffee in her lap is understood to have said, just before leaving the capitol:
"Oh, Mr. Tiller, if you get us tickets every time the president speaks, you can pour coffee on me all you want."

Old Civil War Veteran Seeks Small Navy Berth

AN OLD man in his eightieth year, who ran ammunition down the Potomac river during the Civil war and piloted transports that brought the dead and wounded of the battle of the Wilderness to Washington, came to the navy department the other day looking for a job.

"I've done too much for my country to be left to starve," he told naval officers to whom he made his application. "My \$24 a month pension is just enough to starve on."

The old man was William Key, who has lived alone in Southwest Washington since his wife died a year ago.

He was unable to see Secretary Daniels, but other officers at the department told him all the civilian navy positions were under the civil service. "Why don't you go to the Soldiers' home?" one of the naval officers asked him.

"I'm a sailor man from tip to toe," the patriarchal Key replied, "and soldiers and sailors don't agree."

The veteran brought with him to the navy department his record, as published by the United States Army and Navy Historical association, and which showed he had been active in the Union side all during the war after he escaped from the Confederate navy, into which he had been conscripted for three months.

"I've never asked the government for anything before," the veteran said when he came to the navy department. "And now I only want some little job that will enable me to keep soul and body together."

The veteran left the navy department disappointed, but not yet ready to give up his quest for a job.

Capitol Employee Posed for Pediment Statuary

JOHN A. MARTIN, electrician employed at the capitol, is the original of the ironworker in the group of statuary recently placed on the pediment of the house wing of the capitol. This fact became known when a letter of the sculptor, Paul Bartlett, and one of Superintendent Elliott Woods of the capitol, were shown to friends by Mr. Martin.

The ironworker in the group of statuary is an important part of the whole figure, which represents Peace protecting Gen. Grant. He is a companion piece to the character in the group which represents agriculture, the sculptor explaining in his address at the unveiling that agriculture and the iron industry form the fundamentals of the country's prosperity. Mr. Martin, who became acquainted with Paul Bartlett some time ago, was asked by the sculptor to pose for this part of the group. Later Elliott Woods, superintendent of the capitol, wrote the following letter to Martin:

"I am requested to extend the thanks of Paul Bartlett, sculptor, for your kindness in posing for some portions of the modeling for the statuary to be installed in the pediment of the house wing of the capitol. It is a compliment to you that a great artist like Mr. Bartlett should so approve of your physical development as to want you to pose for one of these figures. It ought to be a source of some further gratification that you have contributed in this manner to one of the great pieces of art for the nation's capitol."

